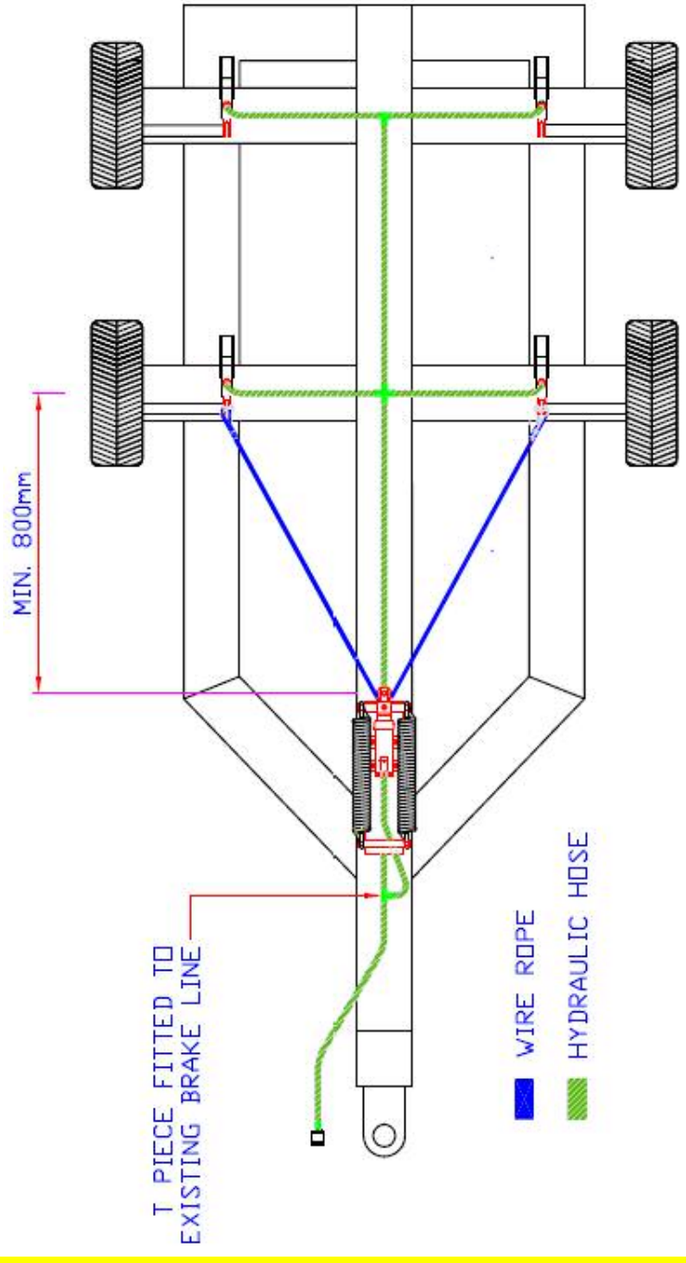
TRAILER SCHEMATIC



THE

POWER STOP BRAKE

THE 3 IN 1 BRAKING SOLUTION FOR TRAILERS AND TOWED IMPLEMENTS

POWERBRAKE INSTALLATION MANUAL

- **Failsafe Spring Loaded Braking System.**
- **Independent to working brakes.**
- **Automatically Applies Brakes in the Event of a Breakaway.**
- **Automatically Applies Hand-Brake when detached from Tractor Unit.**
- **Emergency Stop Unit can be fitted to the Tractor where necessary (40+ km/hr).**
- **Brakes in the Event of the Tractor Stalling on an Incline.**
- **The POWERBRAKE can be easily fitted to most Trailers.**
- **One Simple 12 Volt connection to Tractor Unit.**
- **Extremely Low Maintenance.**

FITTING INSTRUCTIONS

A. The ***POWER-BRAKE*** should be positioned on the main tow bar with the pulley wheel side facing towards the brake levers and axels and away from the towing hitch. The Pulley wheel should preferably be placed between 800 mm and 2000 mm from the front axel, and should also be in a position where the wire rope will not be fouled by the chassis. There should be a minimum of 3 x 5 cm welds on each side of the folded plate.

B. The hydraulic cylinder on the ***POWER- BRAKE*** must be hydraulically attached to the existing working brake Hydraulic line. This can be done by cutting the line and placing a “T” piece fitting to the line, and bringing a 3/8" hose form this fitting direct to the cylinder. This cylinder will now be charged when the working brakes are applied.

C. The 3 pin 12 Volt plug and the CE top plug can now be wired ensuring there is the correct amount of cable to reach the Tractor socket. Excess wire should be avoided and all cable should be secured with ties to prevent damage. Full care should be taken that all connection are tight and secure. The 12 volt plug can be connected supplying power to the solenoid valve.

D. The ***POWER- BRAKE*** cylinder can now be powered out by pressing the brake pedal, this will extend the springs to a stretched position. Once the ***POWER- BRAKE*** has been powered out to its full (130 mm), there is no need to keep pressing the brake pedal, as the 12 volt valve will now hold the cylinder in place.

E. The wire rope can now be attached to the brake disc lever and passed through the eye on the front of the ***POWER- BRAKE***. It can now returned to the opposite side lever and clamped using the “U” bolts supplied. Any excess wire rope should be trimmed, to avoid damage .It is important that the wire rope is clamped when the ***POWER-BRAKE*** cylinder is in the fully out position, and that all slack has removed from the wire rope.

F. To check your ***POWER-BRAKE*** simply disconnect the 12 Volt plug from the tractor socket. The ***POWER-BRAKE*** cylinder should retract sharply until the disc lever are fully pulled. The brakes are now applied.

G. To release the brakes simply reconnect the 12 Volt plug and press the Tractor unit brake pedal for 3-4 seconds. Your Brakes are now off and your trailer is free to move.

OPTIONAL EXTRAS

EMERGENCY STOP

An EMERGENCY STOP kit is also available, this unit needs no wiring and is simply plugged into the tractor socket and the ***POWER-BRAKE*** is plugged into the socket on the EMERGENCY

This unit will activate the ***POWER-BRAKE*** at any time when pressed. This unit is supplied as an optional extra, however it is recommended that this unit is used, in order to benefit from all the aspects of the ***POWER-BRAKE***.

12 VOLT SOCKETS

12 Volts sockets (Suit 3 pin plug) are also available for older tractor units

TECHNICAL DATA

HYDRAULIC CONNECTIONS	3/8” B.S.P.
MINIMUM HYDRAULIC PRESSURE	70 BAR
VOLTAGE	12 VOLTS
AMPS	1.15 AMPS
LENGTH	70 CM
WIDTH	23 CM
HEIGHT	17 CM
WEIGHT	28 KG
PAINT	G.P.L.S. PRIMER